



Bulletin #2013-011 28 – October – 2013

Subject:
2014 Class and Championship

Overview:

Rally America is reducing the number of classes without making any existing cars illegal.

Production class has been undersubscribed for many years and is being replaced by B-Spec. All existing Production cars are legal in Group 2 or Group 5.

We expected to see a drop off in Production GT entries when Super Production was introduced, and are now eliminating Production GT. All Production GT cars are legal for Super Production.

RallyTruck is another undersubscribed class that is being eliminated. All existing RallyTruck vehicles should be eligible for another class.

Finally, we are clarifying that Historic is not a category or a class, but just a subgroup of cars that must, otherwise, be eligible for one of the various classes.

The following rule changes are in effect after 1/1/2014.

1. Strike the definitions for Production and Production GT from Article 1.9.
2. Strike the Production/RallyTruck and Production GT lines from the table in Article 3.1.A.5.
3. Insert the following at the end of Article 3.1.A.5.
Historic class has the Class ID "H". Historic class is not a standalone class and is combined with one of the above classes.
4. Replace Article 2.1.C.2 with the following.
 2. A Novice Drivers License will restrict a driver to compete only in a Group 2, ~~Production~~, B-Spec or Open Light Class car.

5. Replace Article 2.1.C.6 with the following.
 6. A Provisional Drivers License will restrict a driver to compete only in a Group 2, ~~Production Class~~, B-Spec or Open Light rally vehicle.
6. Replace Article 8.2.C.12 with the following.
 12. B, L, ~~P, GT~~, SP, G5, and G2 class cars without proper class ID, will be scored as Open class
7. Replace the first paragraph of Article 8.2.D.1.c with the following.
 - c. Claims by competitors against ~~B P, PGT~~ and SP entrants regarding non-performance violations of Article 10.2.B (see Article 8.2.D.1.d.i below) that are not the result of a real incident occurring during the event (see Article 8.2.D.1.d.ii below) are not subject to Articles 8.2.D.1.a and 8.2.D.1.b above but shall be penalized as follows:
8. Replace Article 9.1.A.2 with the following.
 2. Super Production

Competitors entered in Super Production and ~~Production GT~~ will be scored in the Super Production National Championship. At the end of the season, the driver with the most points will receive the "Roy Donison Cup".
9. Replace Article 9.1.A.3 with the following.
 3. 2WD

Competitors entered in Group 5 or Group 2 ~~or Production~~ class will be scored in the 2WD National Championship. At the end of the season, the driver with the most points will receive the "Jon Woodner Cup". ~~Production class (including Rally Truck) entrants in 4WD vehicles will be excluded.~~
10. Replace Article 9.6.C with the following.
 - C. Classes

B-Spec, ~~Production, Production GT~~, Super Production, Open, Open Light, Group 2 and Group 5 classes will be included in the Regional Championship.

An event organizer, with prior approval from Rally America, may divide his/her entry field into additional classes for the purposes of event awards and/or the computation of points for independent regional championships.

11. Replace the table in Article 10.1 with the following.

Category	Classes
Open	Open, Open Light, Group 2, Group 5
Production	Production, Production GT, Super Production, Rally Truck, B-Spec
Historic	Historic

12. Replace the table in Article 10.1.G.1 with the following.

Adjusted Engine Displacement	Inlet Restrictor Size
B-Spec Production	N/A
Production GT, 2651cc and up	32mm x 3mm
Super Production	34mm x 3mm
Group 2	N/A
Group 5	N/A
Open	34mm x 3mm

13. Replace Article 10.2.B.1 with the following.

1. The Production Category is comprised of two classes: B-Spec and Super Production.

- a. B-Spec

B-Spec class vehicles are built to the following rules using one of the following normally aspirated vehicle models:

2012-2014 Chevrolet Sonic
2012-2014 Fiat 500
2011-2014 Ford Fiesta
2009-2014 Honda Fit
2012-2014 Kia Rio
2011-2014 Mazda 2
2007-2014 MINI Cooper
2007-2014 Nissan Versa

14. Replace Article 10.2.B.3.a with the following.

- a. ~~B-Spec Production and Production GT~~ vehicles must conform to one of the following:
 - i. An original, unmolested VIN on the body shell must match the declared model year for the entry.
 - ii. It is permitted to have an “assembled” or “shop-made” title and a state assigned VIN, however, the shell must also display the vehicle’s original, unmolested VIN. That VIN must match the declared model year for the entry in order to be B-Spec ~~or PGT~~ eligible.
 - iii. ~~Vehicles titled as “assembled” or “shop-made”, but not displaying an original VIN, are permitted only if the vehicle was logbooked~~

~~with a state assigned VIN prior to 9/1/2007. A model year for the vehicle must be declared.~~

15. Replace Article 10.2.B.3.c with the following.

- c. In B-Spec ~~Production and Production GT~~, no updating or backdating of cars, models, and/or components is permitted.

16. Replace Article 10.2.B.4 with the following.

4. Engine Displacement

- a. ~~An adjusted engine displacement is calculated to separate Production Class and Production GT Class. This is done by multiplying the nominal displacement of the engine with one or more multiplier factors. All applicable multipliers must be used in determining adjusted displacement.~~

~~The following multipliers apply to the indicated engine/vehicle types:~~

Type	Multiplier
Rotary	1.8
Turbocharged/Supercharged	1.7
Four wheel drive vehicles	1.3
Pushrod, single cam in block	0.8
Diesel	0.8

~~The Competition Director reserves the right to create new engine category multipliers during the season for competitive adjustments.~~

- b. In B-Spec ~~Production~~ vehicles, the adjusted engine displacement must be no greater than 2650 cc.
- c. ~~In Production GT vehicles, the engine displacement is limited to that specified by the manufacturer. There is no maximum displacement.~~
- d. In Super Production vehicles, the engine displacement is limited to that specified by the manufacturer. There is no maximum displacement. ~~The Class is distinguished from Production GT based on other factors defined in this Article.~~

17. Replace Article 10.2.B.5.a with the following.

- a. B-Spec ~~Production~~ class vehicles must have a minimum weight equal to 1.05 lb. per cc of adjusted displacement.

18. Strike Article 10.2.B.5.b and renumber the remaining sections of Article 10.2.B.5 appropriately

19. Replace Article 10.2.B.11 with the following.

11. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are unrestricted; however, a single engine oil cooler and the necessary fittings may be added.

Aftermarket replacement radiator hoses and liquid coolant hoses are authorized for ~~P, PGT and SP~~ vehicles, provided that their installation requires no other component modification (direct OE replacement). No other hoses may be replaced by aftermarket hoses (for example, aftermarket intercooler connection hoses are not allowed), unless authorized elsewhere by Rally America.

In Super Production vehicles, intercooler hoses and water radiators are free. Alternate cooling fans and brackets are permitted.

20. Replace Article 10.2.B.12.a with the following:

- a. In ~~B-Spec Production and Production GT~~ vehicles, the standard factory ECU shall be retained, but may be reprogrammed. The vehicle shall be capable of running if a standard ECU was reinstalled. No alteration of the wire loom is allowed, except for the purposes of connecting a "Piggy Back" engine controller.

21. Replace Article 10.2.B.13.f with the following.

- f. ~~In Production GT vehicles, replacement inlet ducts, which connect from the supercharger or turbocharger inlet / restrictor to the airflow meter may be substituted in place of the original equipment duct for the purpose of easier access to the restrictor. The function and purpose of the duct must be the same as the original. All original equipment connections must be retained.~~

~~The modified or replacement PGT ducts must be of similar dimension to the original ducts. Ducts deemed by the Rally America Competition Director to be constructed for the purpose of significant competitive advantage when used with a restrictor, will not be allowed.~~

In Super Production vehicles, all inlet ducts are unrestricted, provided that their original function and connections are maintained.

All other ducts in the inlet tract must be original equipment and unmodified.

22. Replace 10.2.B.18.b with the following.

- b. In ~~B-Spec Production and Production GT~~, a silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

23. Change the title of Article 10.2.B.21.a to B-Spec.

24. Strike Article 10.2.C.

Rationale: Rally America wants to encourage competition and keep the number of classes small and relevant.

Questions regarding this bulletin received by Rally America from licensed Drivers and Co-Drivers will be answered in writing.